Volvo Construction Equipment is different. Our machines are designed, built and supported in a different way. That difference comes from an engineering heritage of over 175 years. A heritage of thinking first about the people who actually use the machines. About how to help them be safer, more comfortable, more productive. About the environment we all share. The result of that thinking is a growing range of machines and a global support network dedicated to helping you do more. People around the world are proud to use Volvo. And we're proud of what makes Volvo different – **More care. Built in.**

Not all products are available in all markets. Under our policy of continuous improvement, we reserve the right to change specifications and design without prior notice. The illustrations do not necessarily show the standard version of the machine.

VOLVO

Volvo Construction Equipment
www.volvoce.com

Ref. No. VOE 21 A 100 4568
Printed in Sweden 2008.09-5,0
Volvo, Sweden

English

Air cleaner, description

The air cleaner is located underneath the engine hood. The air cleaner prevents airborne contaminants from entering the engine. Periodic maintenance of the air cleaner is required, which includes replacement of the air cleaner filter element. The air cleaner is equipped with a primary and secondary filter element to filtrate the air before it is drawn into the engine. The machine has a restriction indicator sensor that monitors a blockage or restriction at the air cleaner. This indicator is located in the pedestal instrument panel. The machine is also equipped with an audible alarm to alert the operator that there is a restriction at the air cleaner.

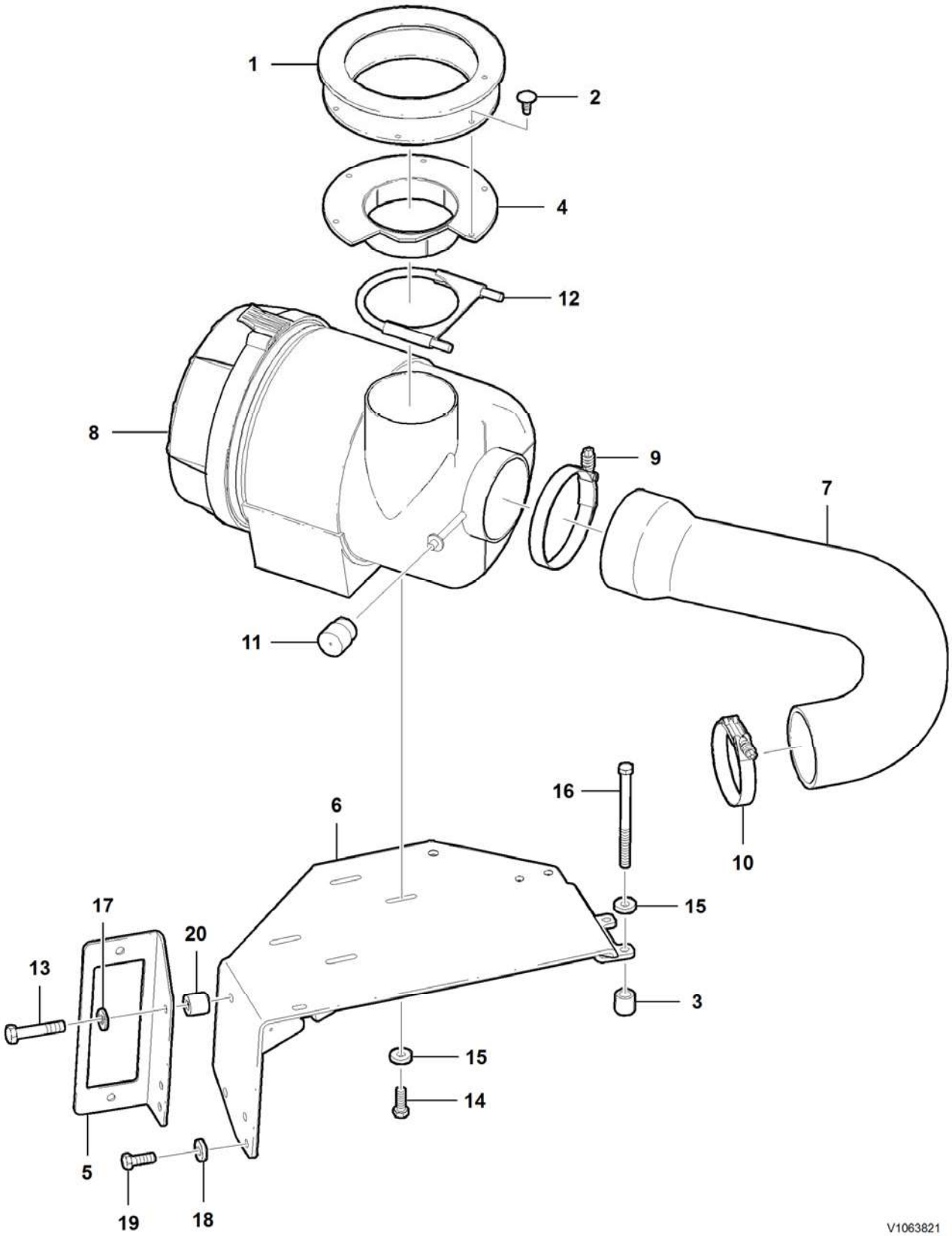

Figure 1
Air cleaner and components

This is the sample of the manual if you need complete manual

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1. Air intake bellows
2. Rivet
3. Spacer
4. Extension tube
5. Bracket
6. Air cleaner bracket
7. Air intake hose
8. Air cleaner (primary and secondary filter contained inside)
9. Clamp
10. Clamp
11. Switch
12. Clamp
13. Hexagon screw
14. Hexagon screw
15. Washer
16. Hexagon screw
17. Washer
18. Washer
19. Hexagon screw
20. Spacer

Alternator, description

The alternator is driven by a V-belt which is powered by the crankshaft V-pulley. The alternator supplies electricity to the engine systems and charges the battery while the engine is running.

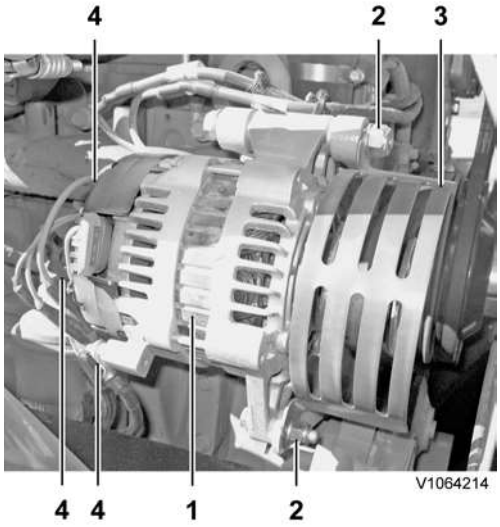

Figure 1
Alternator

1. Alternator
2. Mounting hardware
3. Pulley & belt guard
4. Wiring harness connections

Charge air cooler, description

The charge air cooler is located at the back of the machine under the engine hood and is directly mounted to the radiator housing. The temperature of the intake air passing through the turbocharger is greatly increased lowering the density of the air. Passing the air through the charge air cooler decreases it's temperature, which in turn increases the density of the intake air. This allows a greater volume of pressurized air to enter the intake manifold to aid in the combustion process.

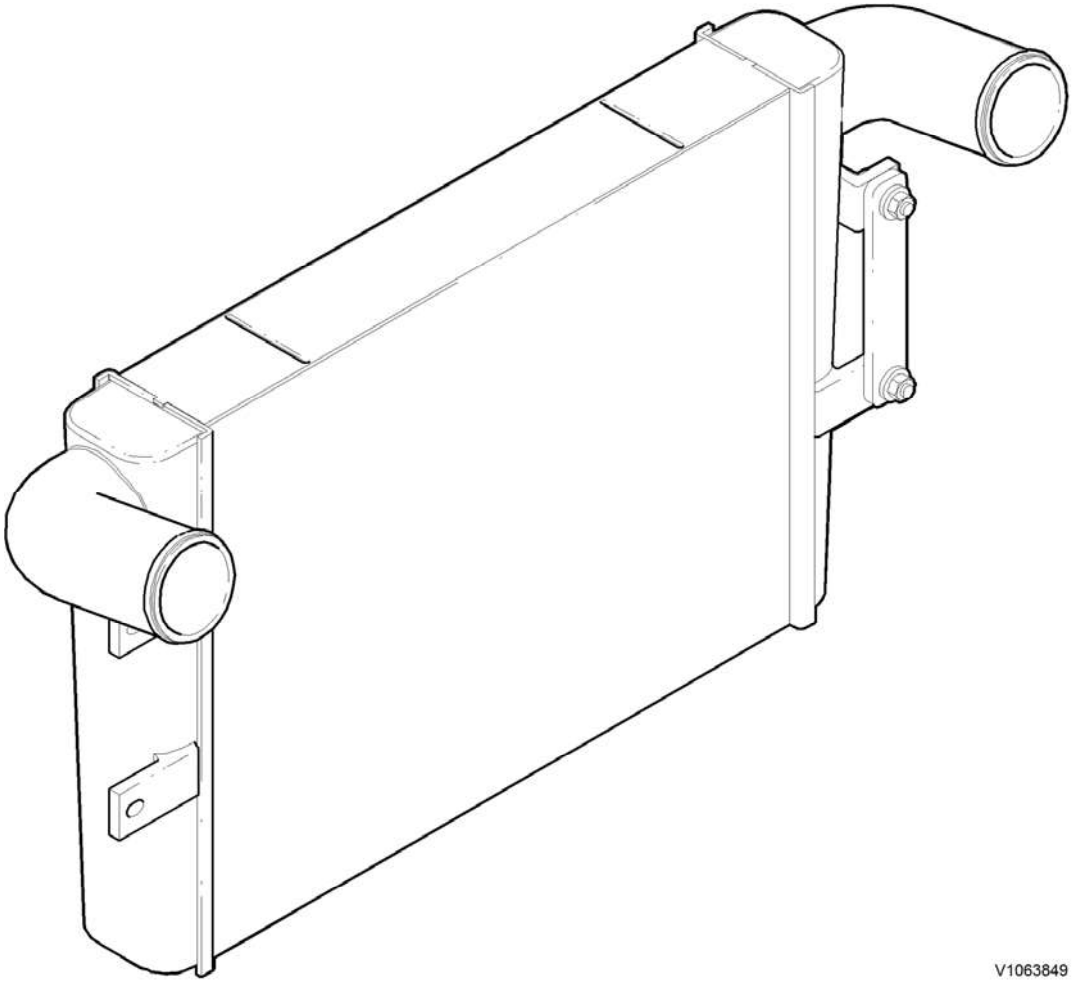

Figure 1
Charge air cooler

Climate control system, description

Heating ventilation and air conditioning controls

For machines with the optional cab, the heating, ventilation and air conditioning controls are located over the operator's right shoulder on the back cab panel. Cab air temperature is controlled using the fan and temperature controls. Turn the switch knobs to increase or decrease the temperature and to regulate the fan speed. Operate the air conditioning switch to turn the air conditioner unit ON and OFF.

General information

- In an enclosed cab, keep the doors and windows closed to provide efficient heating and air conditioning
- Direct air flow away from unprotected skin
- Adjust the fan speed until the air flow in the cab feels comfortable

Colour codes

Wire colour codes

Wire colour	Code	Wire colour	Code
Gray/Black	GY/BK	Orange/Black	OE/BK
Black/Yellow	BK/YW	White/Violet	WE/VT
White/Gray	WE/GY	Gray/Yellow	GY/YW
Dr Blue/White	DBE/WE	Yellow/Brown	YW/BN
Black/Orange	BK/OE	Dr Green/Orange	DGN/OE
White/Orange	WE/OE	White/Blue	WE/BE
Dr Blue/Yellow	DBE/YW	Dr Blue/Black	DBE/BK
Lt Green/Black	LGN/BK	White/Green	WE/GN
Dr Green/Red	DGN/RD	Gray/Red	GY/RD
Dr Blue/Red	DBE/RD	Yellow/Red	YW/RD
Purple/Red	PE/RD	Pink/Red	PK/RD
Orange/Red	OE/RD	Brown/Red	BN/RD
White/Red	WE/RD	Black/Red	BK/RD
White/Brown	WE/BN	White/Yellow	WE/YW
Tan/White	TN/WE	Lt Green/White	LGN/WE
Lt Blue/White	LBE/WE	Gray/White	GY/WE
Dr Blue/White	DBE/WE	Yellow/White	YW/WE
Red/White	RD/WE	Purple/White	PE/WE
Pink/White	PK/WE	Orange/White	OE/WE
White/Black	WE/BK	Brown/White	BN/WE
Black/White	BK/WE	Dk Green	DGN
Lt Green	LGN	Lt Blue	LBE
Gray	GY	Dk Blue	DBE
Yellow	YW	Red	RD
Purple	PE	Pink	PK
Orange	OE	White	WE
Brown	BN	Black	BK

Control unit, description

The microprocessor control unit for the machine is located behind the cab steps in the battery compartment. There are two control units responsible for monitoring traction control and the vibration control system.

In the traction control system, the speed of the front and rear drive motors is transmitted to the microprocessor control unit, where it continuously compares the speed of each motor to the other. If one motor begins to over speed (drum or wheel slip), the microprocessor control unit directs a proportional valve to reduce the flow (depending on the direction of travel) either to or from that motor. This reduction in flow to or from the spinning motor increases the relative tractive effort of the end of the roller (drum or tyres) that is not slipping or spinning.

In the vibration control system, the variable frequency vibration controls the speed and direction of rotation of the drum eccentric weight. There are five VPM (vibrations per minute) set points for the high amplitude range and five VPM set points for the low amplitude range. The purpose of this system is to maintain the selected VPM during natural fluctuations in machine performance. This is achieved by supplying a signal from the speed sensor at the vibration motor to the microprocessor control unit. The microprocessor control unit then regulates the output of the vibration pump to maintain the selected VPM.

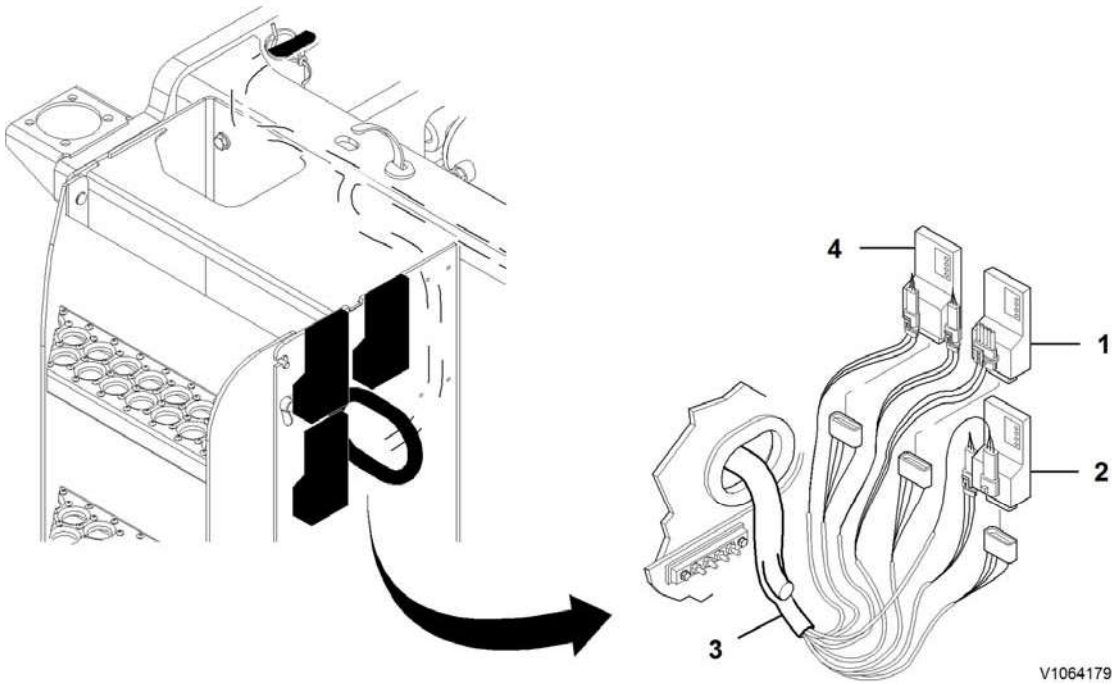

Figure 1
Control unit and components

1. Microprocessor control unit (vibration control)
2. Microprocessor control unit (traction control)
3. Wiring harness
4. Microprocessor control unit (impactometer - option)

Conversion tables

Length

Unit	cm	m	km	in	ft	yd	mile
cm	1	0.01	0.00001	0.3937	0.03281	0.01094	0.000006
m	100	1	0.001	39.37	3.2808	1.0936	0.00062
km	100000	1000	1	39370.7	3280.8	1093.6	0.62137
in	2.54	0.0254	0.000025	1	0.08333	0.02777	0.000015
ft	30.48	0.3048	0.000304	12	1	0.3333	0.000189
yd	91.44	0.9144	0.000914	36	3	1	0.000568
mile	160930	1609.3	1.6093	63360	5280	1760	1
1 mm = 0.1 cm - 1 mm = 0.001 m							

Area

Unit	cm^2	m^2	km^2	a	ft^2	yd^2	in^2
cm^2	1	0.0001	-	0.000001	0.001076	0.000012	0.155000
m^2	10000	1	0.000001	0.01	10.764	1.1958	1550.000
km^2	-	1000000	1	10000	1076400	1195800	-
a	0.01	100	0.0001	1	1076.4	119.58	-
ft^2	-	0.092903	-	0.000929	1	0.1111	144.000
yd^2	-	0.83613	-	0.008361	9	1	1296.00
in^2	6.4516	0.000645	-	-	0.006943	0.000771	1
1 ha = 100 a - 1 $mile^2$ = 259 ha = 2.59 km^2							

Volume

Unit	cm^3 = cc	m^3	l	in^3	ft^3	yd^3
cm^3 = ml	1	0.000001	0.001	0.061024	0.000035	0.000001
m^3	1000000	1	1000	61024	35.315	1.30796
dm^3(l)	1000	0.001	1	61.024	0.035315	0.001308
in^3	16.387	0.000016	0.01638	1	0.000578	0.000021
ft^3	28316.8	0.028317	28.317	1728	1	0.03704
yd^3	764529.8	0.76453	764.53	46656	27	1
1 gal (US) = 3785.41 cm^3 = 231 in^3 = 0.83267 gal (UK)						

Weight

Unit	g	kg	t	oz	lb
g	1	0.001	0.000001	0.03527	0.0022
kg	1000	1	0.001	35.273	2.20459
t	1000000	1000	1	35273	2204.59
oz	28.3495	0.02835	0.000028	1	0.0625
lb	453.592	0.45359	0.000454	16	1
1 ton (metric) = 1.1023 ton (US) = 0.9842 ton (UK)					

Pressure

Unit	kp/cm^2	bar	$Pa=N/m^2$	kPa	lbf/in^2	lbf/ft^2
kp/cm^2	1	0.98067	98066.5	98.0665	14.2233	2048.16
bar	1.01972	1	100000	100	14.5037	2088.6
$Pa=N/m^2$	0.00001	0.001	1	0.001	0.00015	0.02086

kPa	0.01020	0.01	1000	1	0.14504	20.886
lbf/in^2	0.07032	0.0689	6894.76	6.89476	1	144
lbf/ft^2	0.00047	0.00047	47.88028	0.04788	0.00694	1
kg/cm^2 = 735.56 Dry (mmHg) = 0.96784 atm						

Unit explanations

Unit	**abbreviation**
Newton meter	Nm
Kilopoundmeter	kpm
Kilopascal	kPa
Megapascal	MPa
Kilowatt	kW
kilojoule	kJ
British thermal unit	Btu
Calorie	ca

Approx. conversion

SI unit	Conversion factor	Non SI	Conversion factor	SI
Torque				
Nm	x10.2	=kg/cm	x0.8664	=lb in
Nm	x0.74	=lbf·ft	x1.36	=Nm
Nm	x0.102	=kg/m	x7.22	=lbft
Pressure (Pa = N/m^2)				
kPa	x4.0	=in.H_2O	x0.249	=kPa
kPa	x0.30	=in.Hg	x3.38	=kPa
kPa	x0.145	=psi	x6.89	=kPa
bar	x14.5	=psi	x0.069	=bar
kp/cm^2	x14.22	=psi	x0.070	=kp/cm^2
N/mm^2	x145.04	=psi	x0.069	=bar
MPa	x145	=psi	x0.00689	=MPa
Power (W = J/s)				
kW	x1.36	=hp(cv)	x0.736	=kW
kW	x1.34	=bhp	x0.746	=kW
kW	x0.948	=Btu/s	x1.055	=kW
W	x0.74	=ft·lb/s	x1.36	=W
Energy (J = Nm)				
kJ	x0.948	=Btu	x1.055	=kJ
J	x0.239	=calorie	x4.19	=J
Speed and acceleration				
m/s^2	x3.28	=ft/s^2	x0.305	=m/s^2
m/s	x3.28	=ft/s	x0.305	=m/s
km/h	x0.62	=mph	x1.61	=km/h
Horsepower/torque				
Bhp x5252 rpm= TQ (lb·ft)			TQ x rpm 5252=bhp	
Temperature				
ºC =(ºF-32)/1.8			ºF =(ºC x1.8) +32	
Flow factor				
l/min (dm^3/min)	x0.264	= US gal/min x3.785		=liter/min

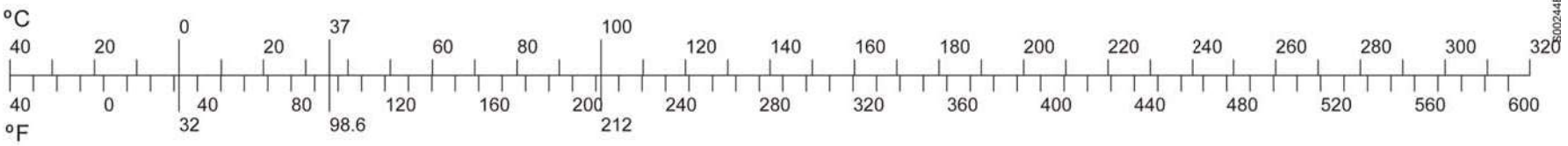
°C
40
20
0
20
37
60
80
100
120
140
160
180
200
220
240
260
280
300
320
40
0
40
80
120
160
200
240
280
320
360
400
440
480
520
560
600
°F
32
98.6
212
5002448

Figure 1

Cooling system, description

The engine is liquid cooled by means of a cooling system. The cooling system consists of a radiator, radiator cap, engine cooling fan, engine coolant pump, thermostat and expansion tank.

Engine cooling fan

The engine cooling fan is belt driven and powered by the crankshaft pulley. The purpose of the engine cooling fan is to circulate air through the radiator.

Engine coolant pump

The engine coolant pump circulates the engine coolant through the cylinder block and the cylinder head and returns the engine coolant to the radiator.

Radiator

The radiator acts as a heat exchanger. As the engine coolant circulates through the cylinder block, it absorbs heat. The heat in the engine coolant is dissipated in the radiator. As the engine cooling fan circulates air through the radiator, the heat is transferred to the air.

Radiator cap

The radiator cap controls the cooling system pressure. The cooling system is pressurized to raise the boiling point of the engine coolant. As the engine coolant temperature rises, the system pressure and the coolant volume increases. When the pressure reaches a preset value, the release valve in the radiator cap opens and the excess engine coolant flows into the expansion tank. As the engine coolant temperature is reduced, the system pressure and volume is reduced and the vacuum valve in the radiator cap opens allowing the engine coolant to flow from the expansion tank back into the radiator.

Expansion tank

The expansion tank contains the overflow of engine coolant from the radiator. If the engine coolant needs to be added to the system, add it to the expansion tank and not the radiator.

Thermostat

A thermostat is placed in the cooling system to prevent the engine coolant from circulating into the radiator until the engine coolant temperature reaches a preset temperature. When the engine is cold, no engine coolant flows through the radiator. Once the engine reaches it's operating temperature, the thermostat opens and allows the engine coolant to flow through the radiator. By letting the engine warm up as quickly as possible, the thermostat reduces engine wear, deposits and emissions.

Diesel fuels - quality and function

For Cummins Engines

ATTRIBUTE	REQUIREMENTS
Viscosity (ASTM D-445)	1.3 to 5.8 centistokes per second at 40° C (104° F)
Cetane Number (ASTM D-613)	40 minimum at temperatures above —20° C (-4° F).
Sulfur Content (ASTM D-129 or 155)	Not to exceed 1% by weight.
Water and Sediment (ASTM D-1796)	Not to exceed 0.1% by volume.
Carbon Residue (Ramsbottom ASTM D-524 or Conradson, ASTM D-189)	Not to exceed 0.25% by weight on 10% volume residue.
Flash Point (ASTM D-93)	At least 52° C (125° F) or legal temperature if higher than 52° C (125° F).
Density (ASTM D-287)	-1° C to 6° C (30° F to 42° F) API Gravity at 16° C (60° F) (0.816 to 0.876 Sp. Gr.)
Cloud Point (ASTM D-97)	6° C (10° F) below lowest ambient temperature at which the fuel is expected to operate.
Active Sulfur	Copper strip corrosion not to exceed No. 2 rating after 3 hours at 49° C (122° F).
Ash (ASTM D-482)	Not to exceed 0.02% by weight.
Distillation (ASTM D-86)	The distillation curve must be smooth and continuous. At least 90% or the fuel must evaporate at less than 360° C (680° F). All of the fuel must evaporate at 385°C (725° F).

Drum drive motor, description

The drum drive motor is located at the right side of the drum when sitting in the cab. The drum drive motor is a variable displacement bi-directional cartridge motor with a minimum and maximum displacement setting. The motor has a hydraulically activated spool control which selects minimum or maximum swashplate angle for high and low speed. Low speed = maximum displacement (maximum swashplate angle); High speed = minimum displacement (minimum swashplate angle).

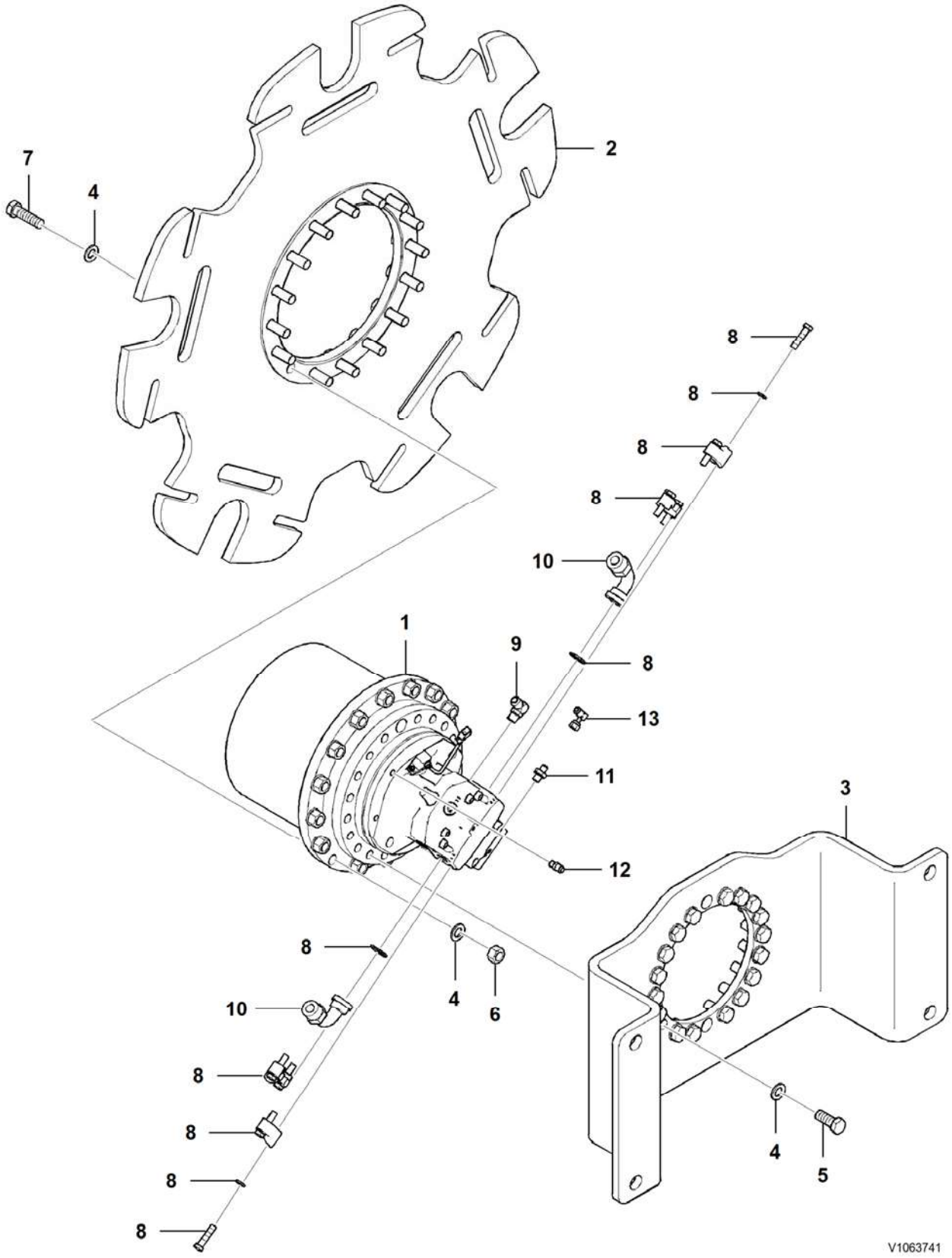

Figure 1
Drum drive motor and components

1. Drum drive motor

This is the sample of the manual if you need complete manual

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2. Drive plate
3. Drive mounting plate
4. Washer
5. Hexagon screw
6. Nut
7. Hexagon screw
8. Clamp
9. Elbow
10. Fitting
11. Adapter
12. Fitting

Drum eccentric, description

The drum is equipped with an eccentric weight, mounted internally which acts in a centrifugal manner. The purpose of the eccentric is to provide vibration to the drum, which aids in the compaction of the soil. The eccentric can be set to either high or low amplitude by activating the switch in the cab, depending on the conditions of the soil.

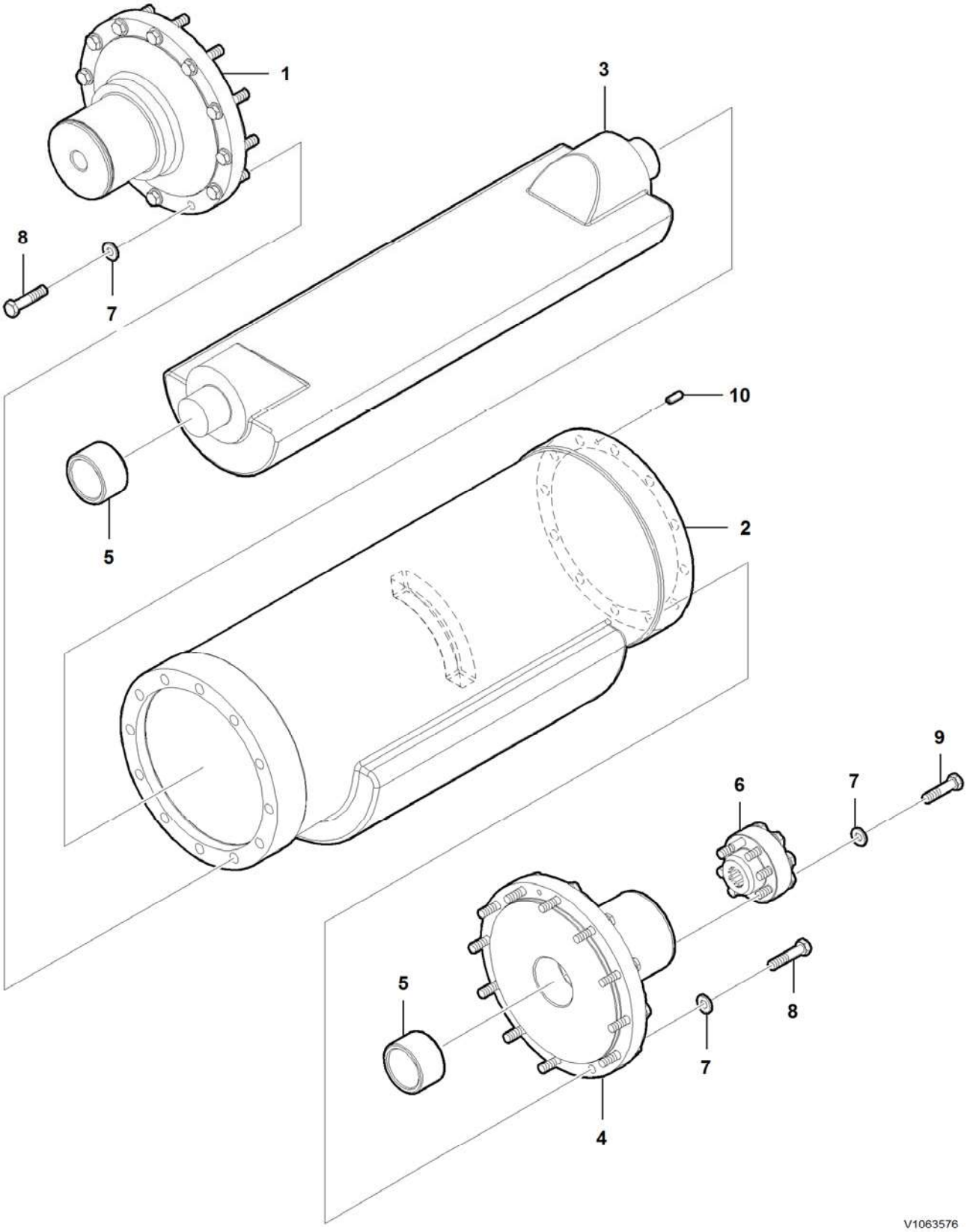

Figure 1
Drum eccentric and components

1. Drum drive side journal
2. Eccentric weight - outer

3. Eccentric weight - inner
4. Vibration drive side journal
5. Bearing
6. Splined coupling
7. Washer
8. Hexagon screw
9. Hexagon screw
10. Pin

Drum, description

The compactor is equipped with either a smooth drum or a pad foot drum. Smooth drums are used for granular (non cohesive) soils and pad foot drums for clay (cohesive) soils.

The smooth drum is scraped clean by means of scraper blades which are held close to the drum at the front and back (optional). The pad foot drum is cleaned by means of adjustable and replaceable steel teeth, bolted to the drum frame. These pass between the moving pads and dislodge any material stuck to the drum.

The drum contains an eccentric weight that can be made to rotate at one of two speeds. This provides the vibrating motion that improves the compaction ability of the compactor. A bolt on conversion kit is also available to convert a smooth drum to a pad foot drum.

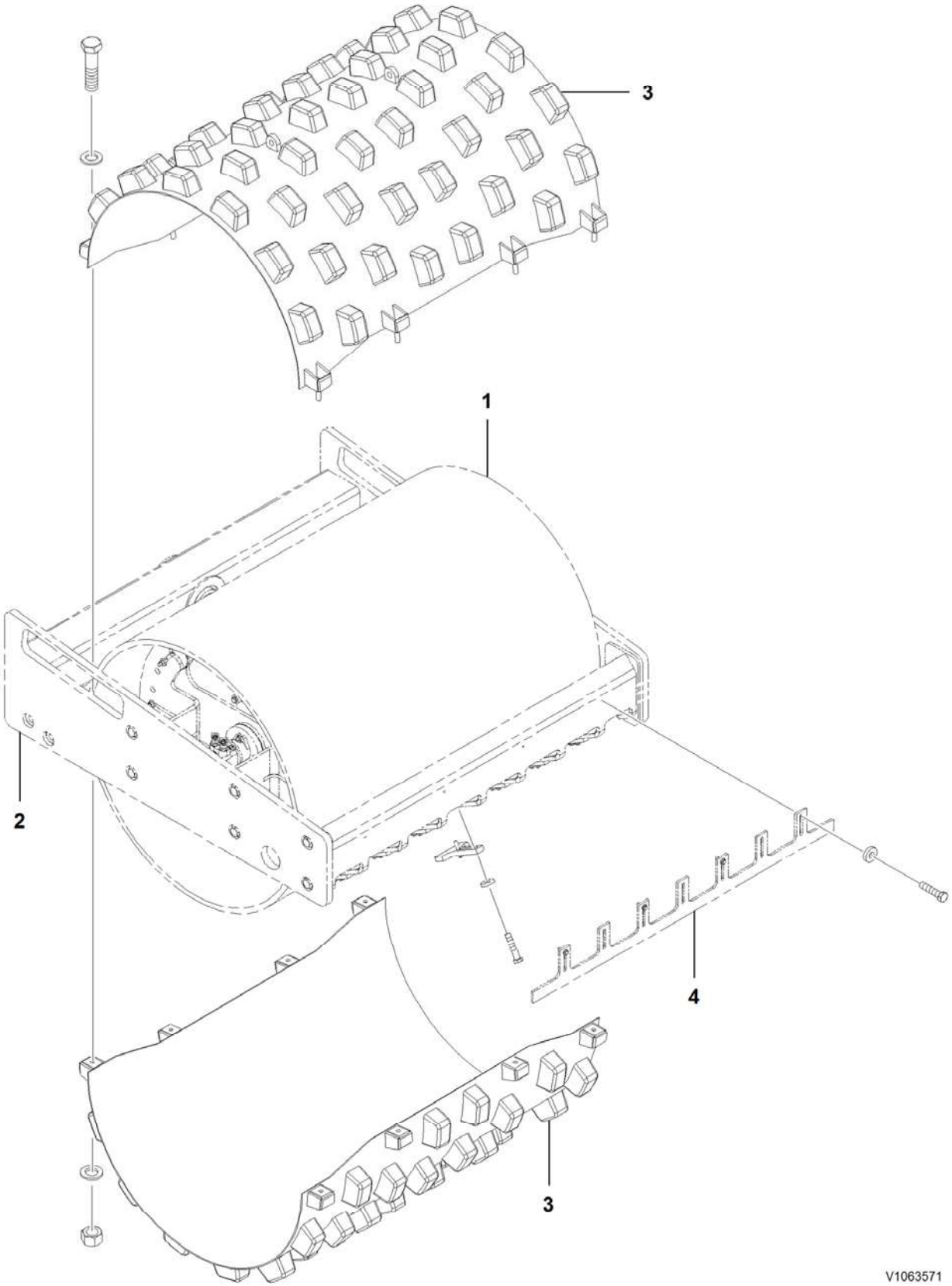

Figure 1
Drum, description

1. Drum
2. Drum frame
3. Pad foot drum (option)
4. Scraper blade

E-7001

E-tool for lifting (replacing) poly fuel tank in soil compactors. Refer to Fuel tank, replacing.

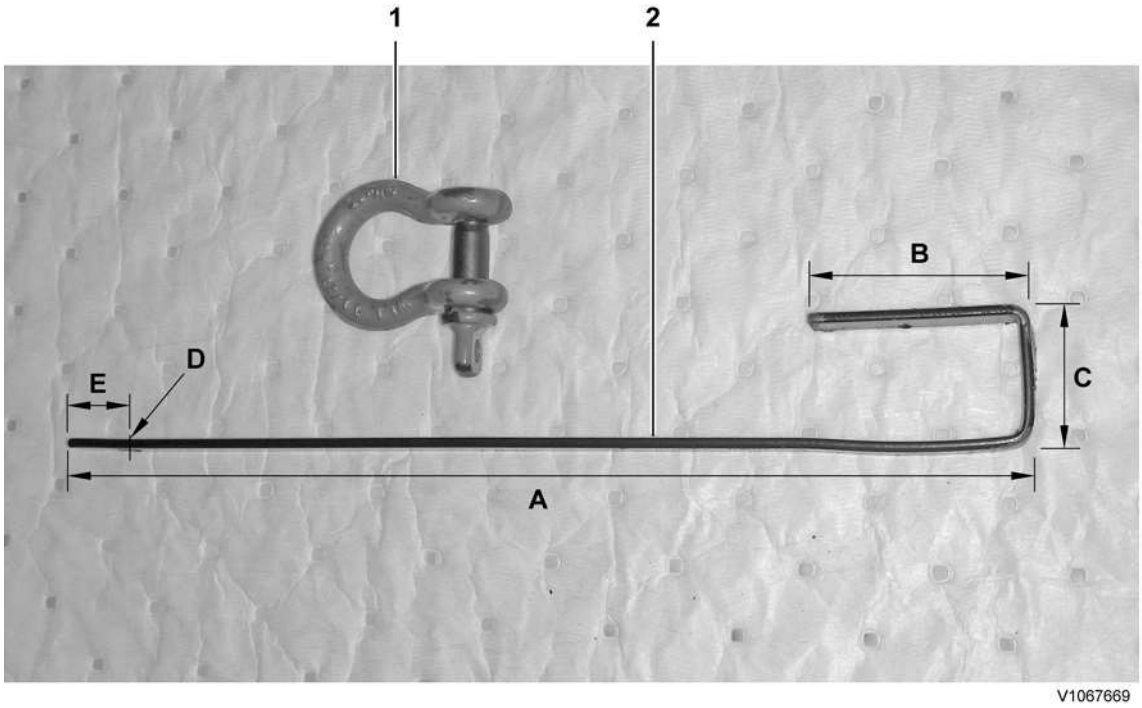

Figure 1
E-7001 Tool, Fuel tank lifting hook

1. Clevis, 5/16 in.
2. Lifting hook, 25 mm x 4 mm, (1 in. x 3/16 in.)

A. 300 mm, (12 in.)
B. 60 mm, (2.5 in.)
C. 40 mm, (1.6 in.)
D. 10 mm, (3/8 in. hole diameter)
E. 20 mm, (3/4 in.)

Electric welding

If the service procedure includes welding, disconnect the following items:

1. Battery ground connection, turned off with battery disconnect switch.
2. Connectors for all electronic control units (ECU) for: engine, traction enhancement, auto vibration and vibration.
3. Connect the welding unit ground cable as close as possible to the work area. Close the battery box cover. After completing your welding procedures, connect the above items in the reverse order. Ensure the battery disconnect switch is connected last.

WARNING

Battery charging generates hydrogen gas, which may be explosive. Short-circuiting, an open flame or a spark near the battery may cause a powerful explosion.

Make sure ventilation is adequate when charging batteries. Never smoke near batteries.

Refer to Fire prevention measures and Health hazards associated with paints, plastics and rubber

Electrical troubleshooting

General

Symptom	Possible cause
No lights No gauges	1. Check battery 2. Check fuses 3. Check electrical circuits and connections

Fuse failure

The following identifies conditions due to possible fuse failures and / or defective wiring. It may be necessary to replace the identified fuse and check for / correct defective wiring.

Components not operating correctly	Fuse to check / replace
E-stop, fuel solenoid, ignition switch, seat switch, and/or parking brake	Replace fuse F1
Horn, air filter restrictor indicator, hydraulic oil temperature gauge	Replace fuse F2
Two speed control, back up alarm	Replace fuse F3
Lights, beacon, turn signals hazard lights	Replace fuse F4
Auto vibration impact meter	Replace fuse F5
Traction control	Replace fuse F6
Power port	Replace fuse F7
Throttle solenoid - pull - in.	Replace fuse F8
Instrument cluster	Replace fuse F9
Gauge options	Replace fuse F10
Cab options	Replace fuse F11
Spare	Replace fuse F12
Heater valve blower	Replace fuse F13
Front wiper	Replace fuse F14
Rear wiper	Replace fuse F15
Washer, dome light	Replace fuse F16

Engine difficult to start

Difficult starting and poor / irregular performance

Low battery power	Check / charge battery
Battery is discharged	Charge battery
Battery cable connections loose or corroded	Clean and tighten terminal connections and cover with acid-free grease
Using incorrect viscosity oil	Use recommended viscosity for temperature conditions
Fuel line blockage	Change in-line fuel filter, change fuel water separator elements, ensure use of correct fuel bleed fuel system
Air cleaner element blocked	Clean or replace
Engine electronic throttle control calibration	Call for specialist service to correct
Incorrect valve clearance	Call for specialist service to correct
Defective fuel injectors	Call for specialist service to correct
Fuel pump failure	Call for specialist service to correct
Defective turbo charger	Call for specialist service to correct

Engine does not start

Starter does not rotate

Emergency stop switch depressed	Pull up emergency stop switch
Propulsion control lever not in the neutral or STOP position	Locate the control lever to STOP
Fuse 1 defective	Replace
Batteries discharged	Charge
Battery master switch OFF	Turn ON
Battery cable connections loose or disconnected	Tighten or connect
In-line fuse link faulted	Call for service to replace
Starter relay faulted	Call for service to replace
Defective ignition switch	Call for service to replace
Starter or starter solenoid defective	Call for service to replace

Starter does rotate

Empty fuel tank	Fill
Defective wiring	Call for service to correct fault
Fuel solenoid at fuel pump defective	Call for service to test/replace

Engine does not start

Starter does not rotate

Emergency stop switch depressed	Pull up emergency stop switch
Propulsion control lever not in the neutral or STOP position	Locate the control lever to STOP
Fuse 1 defective	Replace
Batteries discharged	Charge
Battery master switch OFF	Turn ON
Battery cable connections loose or disconnected	Tighten or connect
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Defective ignition switch	Call for service to replace
Starter or starter solenoid defective	Call for service to replace

Starter does rotate

Empty fuel tank	Fill
Defective wiring	Call for service to correct fault
Fuel solenoid at fuel pump defective	Call for service to test/replace

Engine hood, opening

To access components in the engine compartment such as the air cleaner, fan and cooling system, it is necessary to open the fibreglass hood.

Op nbr

Total procedure time (hr): NaN

1. Place the machine in the service position. Refer to Service position 1.
2. Open and remove the security key lock from the draw latch bracket, (if equipped).

Figure 1
Engine hood draw latch

1. Hood latch lock bracket
2. Draw latch

3. Pull down the draw latches on both sides of the machine to release the hood.
4. To open the hood, pull up on the rear grab handle and carefully raise the hood to the fully open position until it catches and locks inside with the safety prop pin.

Figure 2
Engine hood, rear grab handle

WARNING

Risk of crushing injuries

NOTE!

Never reach into the engine compartment or work under a partly raised engine hood supported only by the tension springs. Always ensure the hood is raised to the fully open position until the safety prop pin is locked in place to prevent the hood from closing or dropping suddenly should the tension springs fail.

Figure 3
Hood locked in raised (open) position

1. Safety prop lock pin handle

WARNING

Risk of crushing injuries

NOTE!
Make sure there are no persons under the engine hood and all tools and equipment are removed from the engine compartment before lowering the engine hood.

Closing the hood

5. To close the hood, pull the safety prop pin handle outwards to disengage the prop pin.

6. Hold the engine hood rear grab handle and slowly push down on the rear handle until the hood is lowered to the fully closed position and the draw latches can be secured.

7. Pull up the draw latches on both sides of the machine to draw the hood down and press them forward to close the latches and secure the hood.

8. Place a security key lock on one of the draw latch lock brackets to prevent unauthorized persons from opening the hood or tampering with components in the engine area.

Engine hood, opening

To access components in the engine compartment such as the air cleaner, fan and cooling system, it is necessary to open the fibreglass hood.

Op nbr

Total procedure time (hr): NaN

1. Place the machine in the service position. Refer to Service position 1.
2. Open and remove the security key lock from the draw latch bracket, (if equipped).

Figure 1
Engine hood draw latch

1. Hood latch lock bracket
2. Draw latch

3. Pull down the draw latches on both sides of the machine to release the hood.
4. To open the hood, pull up on the rear grab handle and carefully raise the hood to the fully open position until it catches and locks inside with the safety prop pin.

Figure 2
Engine hood, rear grab handle

WARNING

Risk of crushing injuries

NOTE!

Never reach into the engine compartment or work under a partly raised engine hood supported only by the tension springs. Always ensure the hood is raised to the fully open position until the safety prop pin is locked in place to prevent the hood from closing or dropping suddenly should the tension springs fail.

Figure 3
Hood locked in raised (open) position

1. Safety prop lock pin handle

WARNING

Risk of crushing injuries

NOTE!
Make sure there are no persons under the engine hood and all tools and equipment are removed from the engine compartment before lowering the engine hood.

Closing the hood

5. To close the hood, pull the safety prop pin handle outwards to disengage the prop pin.

6. Hold the engine hood rear grab handle and slowly push down on the rear handle until the hood is lowered to the fully closed position and the draw latches can be secured.

7. Pull up the draw latches on both sides of the machine to draw the hood down and press them forward to close the latches and secure the hood.

8. Place a security key lock on one of the draw latch lock brackets to prevent unauthorized persons from opening the hood or tampering with components in the engine area.

Engine overheated

Engine overheats — stop engine immediately

Engine oil level low	Add oil to correct level
Fan belt broken	Call for specialist service to correct
Engine coolant level low	Replenish coolant to correct level
Excessive dirt on radiator cooling fins or blocked air flow	Clean cooling fins or clear blockage
Radiator cap defective	Call for specialist service to correct
Thermostat defective	Call for specialist service to correct
Injector nozzles defective	Call for specialist service to correct
Incorrect fuel pump calibration	Call for specialist service to correct

Engine, description

The SD100D compactor is powered via a 97 Kw (130 HP) electronic Tier III fuel injected Cummins diesel engine.

The engine includes a dry type two stage air cleaner which signals a operator console mounted air filter restrictor indicator light whenever the air filtration system needs attention.
Unless this light is illuminated maintenance on the air cleaner system is not recommended.

All of the water cooled Tier III engines include a long screw-on canister style fuel/ water separator with a lift tab drain and a primary fuel filter with a replaceable element. No in-line fuel filter is required.

Electric start and belt driven alternator charging are standard. Engine shutdown is by a key operated ignition switch or the emergency push/pull control.

Refer to the Cummins Engine Operation and Maintenance Manual and the Engine Parts Manual supplied with the compactor for additional engine operating and maintenance procedures.

NOTE!
Cummins Tier III Engines have separate Operation and Maintenance Manuals and separate Engine Parts Manuals.

This is the sample of the manual if you need complete manual

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